
 <b>National Transportation Safety Board</b> <b>PRELIMINARY REPORT</b> <b>AVIATION</b>		NTSB ID: DCA09IA064		Most Critical Injury: None	
		Occurrence Date: 06/23/2009		Investigated By: NTSB	
		Occurrence Type: Incident			
Location/Time					
Nearest City/Place Kagoshima		State	Zip Code	Local Time 0303	Time Zone UTC
Aircraft Information					
Registration Number N805NW		Aircraft Manufacturer AIRBUS		Model/Series Number A330-323	
Type of Aircraft: Airplane			Amateur Built Aircraft?		
Injury Summary:		Fatal	Serious	Minor	None 217
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On June 23, 2009, at 0303 UTC, an Airbus 330-323, U.S. registration N805NW, operated by Northwest Airlines as flight 8 from Hong Kong, China, to Tokyo, Japan, experienced an airspeed anomaly while in cruise flight at FL390 approximately 50 miles southwest of Kagoshima, Japan. The crew reported that they were in normal cruise at FL390 and in visual conditions with some convective weather displayed on radar about 25 miles north of track, with thin cirrus clouds ahead. After entering the cirrus and moderate precipitation and turbulence, the crew observed, and FDR confirms, the autopilot and autothrust switch off, and the aircraft switched to Alternate Law. The master caution and warning messages were activated. The crew followed flight manual procedures and the autopilot and normal law returned in about one minute, however the event quickly repeated itself, lasting for about 2 minutes. The crew turned the airplane 60 degrees off course to exit the weather as soon as the anomalous indications were observed. The autopilot, autothrust and other controls returned to functioning, but the airplane remained in alternate law for the rest of the flight. The crew observed, and FDR confirms, large airspeed fluctuations, small altitude fluctuations, and an overspeed alert. The flight continued to Tokyo, Narita airport and landed with no damage or injuries to the 9 crew and 208 passengers on board.</p> <p>The incident occurred in Japanese airspace, and the investigation was delegated to NTSB by the Japanese Transportation Safety Board, who assigned an Accredited Representative to the investigation.</p> <p>Updated on Jul 7 2009 9:26AM</p>					
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Other Aircraft Involved					
Registration Number		Aircraft Manufacturer		Model/Series Number	
Accident Information					
Aircraft Damage: None			Accident Occurred During:		
Crew	Name	Certificate No.	Injury		
Pilot					
2					
3					
4					
5					
6					
Operator Information					
Name NORTHWEST AIRLINES INC		Operator Designator Code		Doing Business As	
Street Address		City		State	Zip Code
-Type of Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Non-U.S., Commercial					
Type of Flight Operations Conducted: Scheduled; International; Passenger Only					
Flight Plan/Itinerary					
Type of Flight Plan Filed: IFR					
Last Departure Point		State	Airport Identifier		
Hong Kong					
Destination		State	Airport Identifier		
Tokyo					
Weather Information					
Investigator's Source: Company		Facility ID:		Observation Time (Local):	
Sky/Lowest Cloud Condition:			Ft. AGL		
Lowest Ceiling:		Ft. AGL	Visibility:	SM	Altimeter: "Hg
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

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AVIATION

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## Weather Information

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Temperature:

°C

Dew Point:

°C

Wind Direction:

Wind Speed:

Kts.

Gusts:

Kts.

Weather Conditions at Accident Site: Instrument Conditions

## Administration Data

Notification From

Northwest

Date

FAA District Office/Coordinator

Investigator-In-Charge (IIC)

William R. English